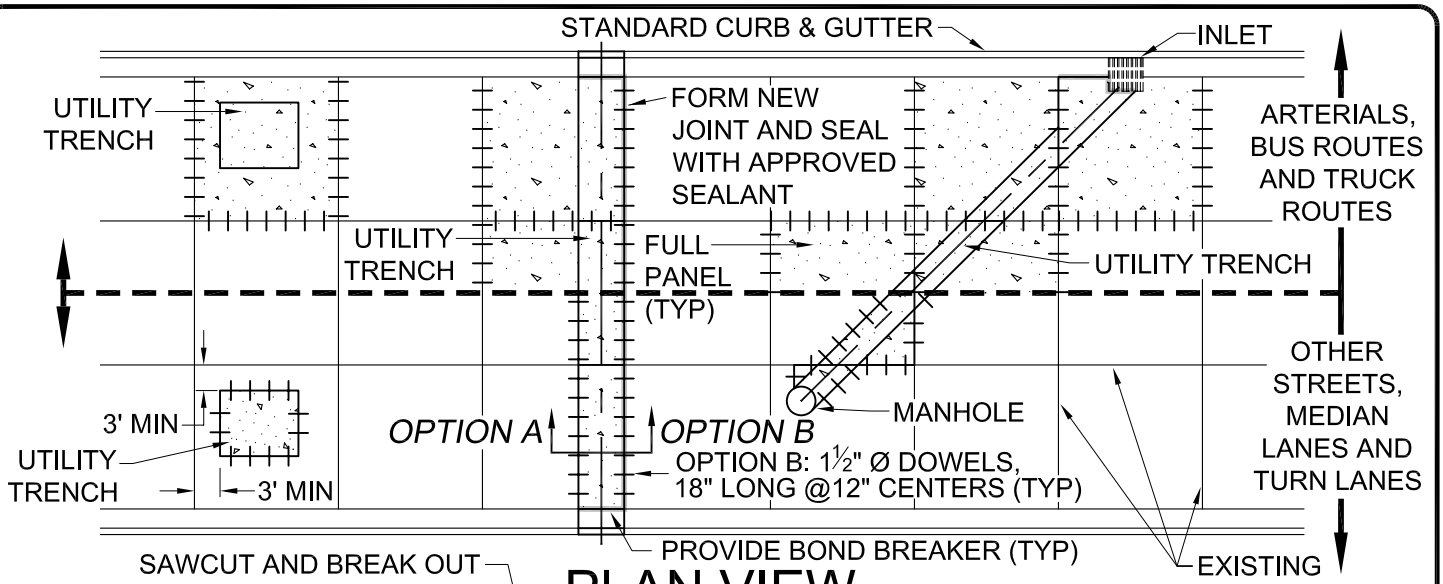
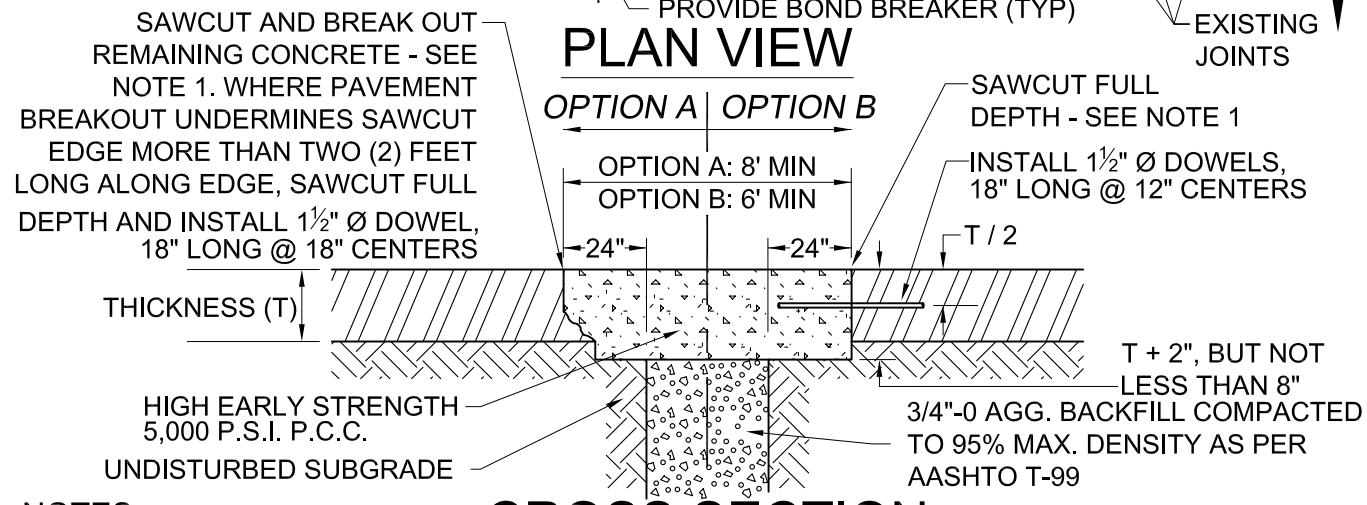


PLAN VIEW



CROSS SECTION

NOTES:

1. OPTION A (not allowed on Arterial streets, bus routes or truck routes.): Sawcut pavement 4-inches deep or 1/2 the panel thickness (T), whichever is greater, before removal. Break out with mechanical hammer and carefully remove remaining concrete next to joint so as not to disturb the pavement surface to remain. One side of utility cut is to be along existing joint. OPTION B: Sawcut pavement full depth and install 1½-inch Ø dowels as shown. After drilling holes, place non-shrink grout in back of holes before inserting dowels. (Note: At interfaces of two adjacent new panels, an approved keyway may be substituted for dowels. For sawcuts through existing panel joints, sawcut existing panel joint(s) full depth before removing existing pavement.)
2. Partial panel replacement may be approved by the City Engineer per the Engineering Design Manual.
3. If utility trench width is greater than 1/2 of the panel width, then remove pavement to the next joint.
4. If utility trench wall must be closer than 3 feet from the joint, then remove pavement to the joint.
5. When panels are offset or irregular in any manner, the City Engineer shall determine the area of pavement replacement.
6. After placement of pavement, re-sawcut the joints that intersect the trench. The depth of sawcut is to be T/4.
7. If pavement is undermined during repair, sawcut and remove pavement back to undisturbed subgrade.
8. If pavement is damaged during repair, sawcut and remove back to undamaged pavement.
9. For trenching parallel to centerline, see *Beaverton Standard Dwg* 310.

City Of Beaverton

ENGINEERING DEPARTMENT		STREET CUT IN PCC PAVEMENT PERPENDICULAR OR SKEWED TO CENTERLINE	
CITY ENGINEER Terry Waldele, P.E.	DATE 6 - 10 - 04	DRAWN BY JR - CPD	DRAWING NO. 309